

CARRIAGE OF FREIGHT

ON THE

GREAT LAKES

PRINTED BY ORDER OF PARLIAMENT



OTTAWA
F. A. ACLAND
PRINTER TO THE KING'S MOST EXCELLENT MAJESTY
1924

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RETURN

Motion

To an Order of the House of the 24th March, 1924, for a copy of all correspondence, letters, telegrams and other documents passing between the Government and American vessel owners, or vessel owners' organizations, since the passing of the Inland Lake Freights Bill, and relating to the carriage of freight on the Great Lakes and the compliance or non-compliance with the provisions of such Act.

14 GEORGE V, A. 1924

DETROIT SHIPBUILDING Co.,
Foot of Orleans St.,
DETROIT, MICH., September 28, 1923.

THOMAS A. LOW,
Minister of Trade and Commerce,
Ottawa, Canada.

Would consider charter steamer *Oneida* and five sister ships now operating on Great Lakes for lump net figure for use balance of season in grain carrying trade. Each has carrying capacity of over one hundred thousand bushels wheat, and are in first-class condition. Kindly wire if interested.

E. KETCHAM,
Secretary.

DETROIT, MICH.

THOS. A. LOW,
Minister of Trade and Commerce, Ottawa, Ont.

Would consider charter steamer *Oneida* and five sister ships now operating on Great Lakes for lump net figure for use balance of season in grain carrying trade each has carrying capacity of over one hundred thousand bushels wheat and are in first class condition kindly wire if interested.

E. KETCHAM,
Secretary Detroit Shipbuilding Co.

DETROIT SHIPBUILDING Co.
DETROIT, MICH., Oct. 1, 1923.

THOMAS A. LOW,
Minister of Trade and Commerce,
Ottawa, Canada.

W. H. Gerhauser Vice President Steamship Company owning steamers will communicate with you from New York City to-day or to-morrow. Thanks for telegram.

E. KETCHAM.

OTTAWA, 2nd October, 1923.

W. H. GERHAUSER,
Vice-President,
The American Shipbuilding Company,
New York City, N.Y.

I will register at King Edward Hotel at Toronto to-morrow and will be able to give you name of party if you will get in touch with me (stop) advise me here quickly as I am going to Toronto on other business tonight.

THOS. A. LOW,
Minister of Trade and Commerce.

DETROIT, MICHIGAN.

THOMAS A. LOW,
Minister of Trade and Commerce,
Ottawa, Canada.

Have just been in communication with W. H. Gerhauser, Vice-President steamship company. He will be glad to meet in Toronto Wednesday whomever you may designate. Kindly wire him to-day Hotel Biltmore New York City your wishes.

E. KETCHAM.

SESSIONAL PAPER No. 162

October 3, 1923.

Hon. THOS. A. Low,
King Edward Hotel,
Toronto, Ont.

Name is W. H. Gerhauser, Vice President American Shipbuilding Company.
Never received an answer to our wire to him.

M. TAYLOR,

October 4, 1923.

W. H. GERHAUSER,
Hotel Biltmore,
New York City.

Can you meet party at Mount Royal Hotel Montreal to-morrow to discuss chartering of lake boats with party who will meet you there.

THOS. A. LOW.

WINNIPEG, MAN., October 22, 1923.

W. G. McGEAN,
Kirby Bldg.,
Cleveland, Ohio.

The Government accepts the interpretation placed upon section three of the Inland Waters Freight Rates Act of nineteen twenty three by the Board of Grain Commissioners in their statement of October nineteenth.

THOS. A. LOW,
Minister of Trade and Commerce.

Confirmation of Western Union Telegram.

CLEVELAND, OHIO, OCTOBER 22, 1923.

Hon. THOMAS A. Low,
Minister of Trade and Commerce,
Ottawa, Ontario, Canada.

Mister Rathbone's circular notice to vessel managers of October nineteenth has been received and has to-day been considered by the majority of United States Managers who have authorized me to send you the following message Stop. Your notice that you are prepared to accept as a compliance with section three of the Inland Water Freight Rate Act of Nineteen twenty-three either (a) the filing with the Board of Tariffs by the vessel owners or (b) the filing by the shippers before loading of copies of charters or contracts for space Stop. The vessel owners here represented will decline to file such tariffs Stop. We can have no objection to the filing by the shipper before loading of copies of charters or contracts for space as this so far as the vessel is concerned restores and preserves her right of contract and places no obligation on the ship and would of course not affect the reasonableness of the rates because we assume before the shipper definitely closes his contract with the vessel he has due approval of the Government Stop. With this understanding see no objection to United States vessels taking Canadian grain as in previous years Stop. Please confirm.

W. H. McGEAN,
Chairman.

14 GEORGE V, A. 1924

4:10 PM

87 2 x S 61

CHICAGO, ILL., October 22, 23.

LESLIE H. BOYD,
296 Grain Exchange,
Winnipeg, Man.

Your message yesterday was in hopes you would be here to-day vessel men had meeting in Cleveland to-day and are prepared to carry Canadian grain they are now engaged in forming a proper charter to take care of new regulations suggest you go to Cleveland at once to talk this matter over when will you be there leaving for Cleveland to-night.

A. E. R. SCHNEIDER.

3:45 PM

RY CLEVELAND, OHIO, October 22, via Ottawa, Ont., October 22.

Hon. THOMAS A. LOW,
Fort Garry Hotel,
Winnipeg.

Mister Rathbone's circular notice to vessel managers of October nineteenth has been received and has to-day been considered by the majority of United States managers who have authorized me to send you the following message Stop your notice that you are preparing to accept as a compliance with section three of the Inland Water Freight Rate Act of nineteen twenty-three either (A) the filing with Board of Tariffs by the vessel owners of (B) the filing by the shippers before loading of copies of charters or contracts for space Stop the vessel owners here represented will decline to file such Tariffs Stop we can have no objection to the filing by the shipper before loading of copies of charters or contracts for spaces as this so far as the vessel is concerned restores and preserves her right of contract and places no obligation on the ship and would of course not affect the reasonableness of the rates because we assume before the shipper definitely closes his contract with the vessel he has due approval of the Government Stop with this understanding see no objection to United States vessels taking Canadian grain as in previous years Stop please confirm.

W. G. McGEAN,
Chairman.

FORT WILLIAM, August 9, 1923.

For Addresses see separate list attachd.

The Board of Grain Commissioners for Canada, which is charged with the administration of the Inland Water Freight Rates Act recently passed by the Parliament of Canada, and copy of which is doubtless now in your possession, is desirous of ascertaining if it is your intention to charter your boats for the movement of Canadian grain ex Fort William and Port Arthur under the provisions of said Act, more particularly Section Three relating to the filing of a tariff. Please wire reply to Leslie H. Boyd, Chief Grain Commissioner, Department of Trade & Commerce, Ottawa, Canada.

F. J. RATHBONE,
Sec., Grain Commission.

To Barlum Steamship Co., 2720 Grand River Ave., Detroit; Becker Steamship Co., Kirby Bldg., Cleveland, Ohio; Boland & Cornelius, Mgrs. American Steamship Co., Prudential Bldg. Buffalo; Brown & Co., Chamber of Commerce, Buffalo; H. H. Brown & Co., Kirby Bldg., Cleveland; Cleveland-Cliffs Iron Co., Kirby

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Bldg., Cleveland; Columbia Steamship Co., Hanna Bldg., Cleveland, Ohio; Crosby Transportation Co., Milwaukee, Wis.; Davidson Steamship Co., Bay City, Mich.; Forest City Steamship Co., 1400 W. 25th St., Cleveland, Ohio; General Transit Co., Leader-News Bldg., Cleveland; Great Lakes Steamship Co., Kirby Bldg., Cleveland; M. A. Hanna & Co., Leader-News Bldg., Cleveland; Hutchinson & Co., Kirby Bldg., Cleveland; Independent Steamship Co., Foot of West 54th St., Cleveland; International Harvester Co., 1100 Harvester Bldg., Chicago; Inter-state Steamship Co., Kirby Bldg., Cleveland; Jenkins Steamship Co., Kirby Bldg., Cleveland; Kinney Steamship Co., Kirby Bldg., Cleveland; Lake Transit Co., 510 Crapo Bldg., Bay City, Mich.; Sidney C. McLouth, Marine City, Mich.; Nicholson Transit Co., 2654 Atwater St., E., Detroit; Herbert K. Oakes, Kirby Bldg., Cleveland; Interlake Steamship Co., Western Reserve Bldg., Cleveland; Pittsburg Steamship Co., Kirby Bldg., Cleveland; Reiss Steamship Co., Reiss Bldg., Sheboygan, Wis.; Shenango Steamship Co., Kirby Bldg., Cleveland; Kinsman Transit Co., Kirby Bldg., Cleveland; D. Sullivan & Co., 208 S. LaSalle St., Chicago; G. A. Tomlinson & Co., Kirby Bldg., Cleveland; Valley Camp Steamship Co., Brotherhood of Railway Trainmen Bldg., Cleveland; Wilson Transit Co., 948 Kirby Bldg., Cleveland.

FORT WILLIAM, August 9, 1923.

GEO. MARR, Esq.,

Secretary-Treasurer, Lake Carriers' Association,
Rockefeller Bldg., Cleveland, Ohio.

For your information I beg to advise the following wire has been sent to the principal United States vessel owners operating on Great Lakes; Stop. The Board of Grain Commissioners for Canada, which is charged with the administration of the Inland Water Freight Rates Act recently passed by the Parliament of Canada, and copy of which is doubtless now in your possession, is desirous of ascertaining if it is your intention to charter boats for the movement of Canadian grain ex Fort William and Port Arthur under the provisions of said Act, more particularly Section Three relating to the filing of a tariff, Please wire reply to Leslie H. Boyd, Chief Grain Commissioner, Department of Trade & Commerce, Ottawa, Can.

F. J. RATHBONE,
Sec., Grain Commission.

MARINE CITY, MICH., August 10, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
Dept. Trade and Commerce, Ottawa.

We cannot see our way clear to comply with the new regulations of your parliament regarding the carrying of grain from Canada.

SYDNEY C. McLOUTH.

P.

DETROIT, MICH., August 10, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
Dept. of Trade and Commerce, Ottawa, Ont.

Answering F. J. Rathbone telegram August ninth the only two vessels we own suitable for grain transportation for Lake Superior are chartered to Hutchisons Cleveland for balance of season inland water freight rates act not received therefore cannot answer as requested until it is.

NICHOLSON TRANSIT CO.

14 GEORGE V, A. 1924

P.

BUFFALO, N.Y., August 10, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
Dept. Trade and Commerce, Ottawa, Ont.

So far as Eastern Steamship Company a Canadian corporation whose boats we manage is concerned we will file tariff in accordance with the ruling of the administration of the Inland Water Freight Rates Act recently passed by the Parliament of Canada so far as boats of United States register that we operate are concerned we are not in position to offer these boats for movement of grain out of Fort William or Port Arthur under present conditions.

BOLAND AND CORNELIUS.

P.

CLEVELAND, OHIO, August 10, 1923.

LESLIE H. BOYD, Chief Grain Comm.,
Dept. of Grain and Commerce, Ottawa.

Answering wire of F. J. Rathbone secretary from Fort William with the difficulties which we understand exist under the Act referred to do not as at present informed expect to charter.

HERBERT K. OAKES.

P.

CLEVELAND, OHIO, August, 10, 1923.

LESLIE H. BOYD, Can. Grain Comm.,
Dept. of Trade and Commerce, Ottawa, Ont.

Replying to F. J. Rathbone's message believe American vessel owners will object filing tariffs in accordance with provisions Section Three but see no objection filing copy of charter personally believe charter should be filed with hopes this will expose and stop speculation on part of vessel brokers who are responsible to neither grain shipper or vessel owner and who have done tremendous harm to vessel interests some of these vessel brokers not being satisfied with their proportion of bout half million dollars a year on insurance commissions and charter fees try and scalp the market on rates this is pernicious practice and should be stopped charters can be made between vessel owners and grain shippers direct in which case both are responsible to each other and any default on either side can be properly taken care of.

A. E. R. SCHNEIDER,
The Cleveland Cliffs Iron Company.

P.

CLEVELAND, OHIO, August 10, 1923.

F. J. RATHBONE,
Secy. Bd. Grain Com'rs.,
Fort William, Ont.

We will not carry any grain this fall.

PITTSBURG STEAMSHIP CO.

BAY CITY, MICH., 1232P, August 10, 1923.

F. J. RATHBONE,
Sec'y. Grain Commission,
Fort William, Ontario.

Am not acquainted with matter in question will have to advise later.

S. L. SHAW.

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CLEVELAND, OHIO, August 11, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
1036 Dorchester St. West Montreal Que.

Received telegram from Rathbone Secretary Grain Commission Fort William asking whether or not we intend to charter our boats for movement of Canadian Grain Ex Fort William and Port Arthur under provisions of Board of Grain Commissioners for Canada particularly Section Three relating copy of the law we are not in position to answer you if you will kindly send us copy will advise you what we intend to do.

THE MA HANNA CO.

CLEVELAND, OHIO, 1215P. August 11, 1923.

F. J. RATHBONE,
Fort William, Ontario.

Telegram received sorry but have not given your matter sufficient consideration to answer intelligently.

WILSON TRANSIT CO.

SHEBOYGAN WIS., August 13, 1923.

LESLIE H. BOYD, Chief Grain Comm.
Dept. Trade and Commerce Ottawa Ont.

Our vessels not in grain market at this time cannot say whether or not will be in future.

REISS STEAMSHIP CO.

CHICAGO, ILLS., August 13, 1923
Via Ottawa, Ont. August 13, 1923.
Via Montreal, Que., August 13, 1923.

LESLIE H. BOYD,
Chairman, Board of Grain Commissioners,
Grain Exchange,
Fort William, Ont.

Answering telegram from Mr. Rathbone from Fort William we are not in market at present time for grain from Fort William for our ships and cannot say at the present time whether we will be in the market in the future or not.

SULLIVAN AND CO.

RY CLEVELAND, O., Aug. 13, 1923.

F. J. RATHBONE,
Secy. Grain Commission,
Fort William, Ont.

Message received Mr. Tomlinson out of city for about two weeks will have his attention upon his return.

G. A. TOMLINSON.

CLEVELAND, OHIO, Aug. 14, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
Dept. Trade and Commerce, Ottawa, Ont.

Replying your wire August ninth all our vessels under management G. A. Tomlinson Kirby Building Cleveland.

INDEPENDENCE STEAMSHIP CO.

14 GEORGE V, A. 1924

CLEVELAND, OHIO, August 15, 1923.

LESLIE H. BOYD, Chief Grain Commissioner,
Dept. Trade of Commerce, Ottawa, Ont.

Answering F. J. Rathburn Secretary Grain Commission wire of August ninth it is not our intention to charter our boats to carry Canadian grain ex Fort William and Port Arthur and file tariff Interlake Steamship Co.

CLEVELAND, OHIO, August 15, via OTTAWA, ONT., 16, 1131 A.

LESLIE H. BOYD,
Queen's Hotel, Toronto, Ont.

Hold will arrive Mister Rathbone's message ninth was duly received Stop Vessel offices were closed Friday account funeral late President Harding and Saturday was short day and some managers away over week end hence delay replying Stop Informal meeting held to-day and for reason that our ships operate as private carriers engaged in the competitive business of transporting ore coal and stone with occasional grain cargoes the prevailing opinion is that the action of the Dominion Parliament has removed your grain from the class of competitive business subject to free and open competition which is the only character of business in which lake bulk freighters of United States registry have heretofore engaged Stop Under existing conditions the managers do not feel they can comply with the new law and of course will not operate in violation of it.

W. H. McGEAN, Chairman.

CROSBY TRANSPORTATION COMPANY,

MILWAUKEE, WIS., August 17, 1923.

Mr. F. J. RATHBONE, Secy.,
Board of Grain Commissioners
Fort William, Ont.

DEAR SIR,—Your telegram of August 9th was duly received, and I can say that we do not have a copy of the Inland Water Freight Rates Act, and would be interested to procure copy for our information if it is possible.

We do not expect to handle any Fort William or Port Arthur grain this season. Our operations at present are confined to a route Chicago-Milwaukee and Detroit with a stop-over at Goderich to discharge grain.

Very truly yours,

(Sgd.) G. F. MUNZER,
Traffic Manager.

G. F. Munzer—FW.

August 21, 1923.

File 1316

Crosby Transportation Co.,
Milwaukee, Wis.

DEAR SIRS,—I have your letter of the 17th inst. and, as requested therein, am sending you herewith copy of the Inland Water Freight Rates Act, 1923, for your information.

Yours truly,

(Sgd.) F. J. RATHBONE,
Secretary.

T.
Enclosure.

SESSIONAL PAPER No. 162

September 21, 1923.
File No. 1316.The Oriental Navigation Co.,
New York, N.Y.

GENTLEMEN,—In case you have not already received copies, I am enclosing circular letters issued operators of steamship carrying cargoes of grain from Fort William and Port Arthur to other ports in Canada and United States.

Up to the present time we have not received tariffs covering a shipment of grain on the steamer *T. L. Church* on September 10 as follows: Wheat 107.545-30. It may be that this grain was a local shipment made in the province of Ontario for consumption or milling and under section 9 of the Inland Water Freight Rates Act the steamship company is not obliged to file the tariff therefor. At the same time I would point out that the same section of the Act places the burden of proof upon the steamship company. I would, therefore, appreciate the receipt from you at an early date of either a copy of the tariff covering this shipment and also further shipments which you expect to make from time to time on this vessel, or a statement in writing establishing beyond question that the shipment referred to comes under section 9 of the Act.

Yours very truly,

EAU/S
Encl.(Sgd.) F. J. RATHBONE,
Secretary.

CLEVELAND, OHIO, September 21, 1923.

LESLIE H. BOYD,
Grain Commissioner,
Fort William, Ont.

Over five million bushels American vessel space for October and November towing is now offered also vessel space for storage. At Buffalo and side ports these offerings are not being accepted at comparative to the bay the nontaking of this tonnage would indicate that there is not the stress for the movement of grain which is bought before the public by propaganda from irreconcilables. Hope to wire you some favourable news later in day.

(Sgd.) A. E. R. SCHNEIDER.

NEW YORK, N.Y., September 22, 1923.

Board of Grain Commissioners,
Fort William, Ontario.

The North American Export Grain Association comprising practically all grain exporters Canada and States earnestly desirous of bringing about conditions which will induce American vessel owners participate carrying Canadian grain thus facilitating the movement and improving the price relation of Canadian grain. Stop. With this end in view may we ask you to wire us your latest proposal to carriers

NORTH AMERICAN EXPORT GRAIN ASS'N, INC.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 22, 1923.
File No. 1316.H. K. OAKES, E-q.,
Manager, Franklin Steamship Co.,
Kirby Building,
Cleveland, Ohio.

DEAR SIR,—I beg to acknowledge receipt from you this morning of confirmation of your telegram of the 17th inst. and your favor of the 18th inst.

14 GEORGE V, A. 1924

enclosing copy of the charter for a shipment of approximately 350,000 bushels grain from Fort William to Buffalo during the last five days of September at a rate of 4½c per bushel for which kindly accept my very best thanks.

Yours very truly,

(Sgd.) F. J. RATHBONE,
Secretary.

EAU/S.

CLEVELAND, OHIO September 25, 1923.

LESLIE H. BOYD,
Chief Grain Commissioner,
Fort William, Ont.

Warner New York Grain Exchange and vessel men would like meeting with you Toronto earliest day possible this week preferably Thursday to discuss plan relative transportation Canadian grain by American vessels stop Cleveland Cliffs position remains as stated when you were here their boats are now being assigned to load grain chartres to be filed under protest think however would be good policy for you attend meeting if possible please answer.

(Sgd.) A. E. R. SCHNEIDER.

CLEVELAND, OHIO 25 430 P.
1923 Sept. 25 PM 4 54

LESLIE H. BOYD, care Department of Trade and Commerce,
Ottawa, Ont.

Confirming telephone conversation party of vessel and grain men will meet you King Edward Hotel Toronto Thursday morning. Perhaps Belden and I will come also.

A. E. R. SCHNEIDER.

CLEVELAND, ONE. 1120A

L. H. BOYD, Fort William, Ontario.

Wired you Ottawa yesterday was advised you returned Fort William Message was then sent Ft William since which time have offered additional tonnage and matters are shaping very satisfactory.

(Sgd.) A. E. R. SCHNEIDER.

FORT WILLIAM, ONT., September 28, 1923.

A. E. R. SCHNEIDER, Esq.,
Mgr. The Cleveland Transportation Co.,
Kirby Bldg., Cleveland, Ohio.

Please omit rate when wiring details of space chartered.

(Sgd.) F. J. RATHBONE,
Secretary, Grain Commission.

CHG.-BOARD.

CLEVELAND, OHIO, September 28, 1923.

F. J. RATHBONE,
Secy. Grain Commission,
Fort William, Ontario.

Your message to Pringle Barge Line giving reason omit rate in future we will send you two telegrams one giving space and period other giving rate one you can post the other retain for your files.

(Sgd.) A. E. R. SCHNEIDER.

SESSIONAL PAPER No. 162

CLEVELAND, OHIO, September 28, 1923.

F. J. RATHBONE,
Fort William, Ontario.

Your telegram stating to omit rate when wiring you details of space chartered stop understand present law compels owner to specify rate has there been any change would appreciate immediate advice giving particulars so can act accordingly.

PRINGLE BARGE LINE.

FORT WILLIAM, ONT., September 28, 1923.

The Pringle Barge Line Co.,
Kirby Bldg.,
Cleveland, Ohio.

Replying your wire we desire use telegraphed notice of charters for posting in accordance Section six Freight Rates Act stop copy of charter which you mail with confirmation of telegram deemed satisfactory compliance Section three requiring rates filed stop letter follows please explain to Schneider and Oakes also.

(Sgd.) F. J. RATHBONE,
Secretary, Grain Commission.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 28, 1923.

File No. 1316.

A. E. R. SCHNEIDER, Esq.,
Manager, Cleveland Trans. Co.,
Kirby Building,
Cleveland, Ohio.

DEAR SIR, Enclosed find confirmation of telegram forwarded to you this morning. The copy of charter which you forward when mailing confirmation of your telegraphed notice of space chartered shows the rate and other particulars deemed necessary to comply with Section 3 of the Inland Water Freight Rates Act. We would like to use your telegram to post in accordance with Section 6 of the Inland Water Freight Rates Act but cannot do so unless the rate is omitted from the telegram.

I have also to acknowledge receipt of your favour of the 25th inst. wherein you protest against the filing of copies of any charters which you may make for the transportation of Canadian grain during the present shipping season it will receive the full consideration of the Board.

Yours very truly,

(Sgd.) F. J. RATHBONE.

Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 28, 1923.

File No. 1316.

H. K. OAKES, Esq.,
Manager, The Franklin S.S. Co.,
Cleveland, Ohio.

DEAR SIR,—Enclosed find confirmation of telegram forwarded to you this morning. A copy of charter which you forward when mailing confirmation of your telegraphed notice of space chartered shows the rate and other particulars deemed necessary to comply with Section 3 of the Inland Water Freight Rates

14 GEORGE V, A. 1924

Act. We would like to use your telegram to post in accordance with Section 6 of the Inland Water Freight Rates Act but cannot do so unless the rate is omitted from the telegram.

I have also to acknowledge receipt of your favours of the 18th and 25th insts. wherein you protest against the filing of copies of the charters which were enclosed. Your protests will receive the full consideration of the Board.

Yours very truly,

(Sgd.) F. J. RATHBONE,
Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 28, 1923.

File No. 1316.

The Pringle Barge Line Co.,
Kirby Bldg.,
Cleveland, Ohio.

GENTLEMEN,—Enclosed please find confirmation of telegram forwarded to you this morning and reply to your telegrapher inquiry received later.

The rate and other details deemed necessary to comply with Section 3 of the Inland Water Freight Rates Act are shown on the copy of charter forwarded by you but we have nothing to comply with Section 6. If you will omit the rate when telegraphing in the first instance the notice of space chartered we can post this in compliance with the requirements of the Act.

Yours very truly,

(Sgd.) F. J. RATHBONE,
Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 28, 1923.

File No. 1316.

The Oriental Navigation Co.,
17 Battery Place,
New York, N.Y.

GENTLEMEN,—I have for acknowledgement your favour of the 25th inst. enclosing copy of the charter covering shipments of grain on the S.S. T. L. Church from Fort William and or Port Arthur to Port Colborne during the present season of navigation for which kindly accept my very best thanks.

Yours very truly,

(Sgd.) F. J. RATHBONE,
Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

September 29, 1923.

File No. 1316.

H. K. OAKES, Esq.,
Manager, Franklin Steamship Co.,
Cleveland, Ohio.

DEAR SIR,—I have for acknowledgement your favour of the 26th inst., enclosing the confirmation of your telegraphic advice copy of the charter made on that date for a shipment of grain on the Steamer Fred G. Hartwell to Buffalo and also the formal protest accompanying same which will receive the consideration of the Board.

Yours truly,

(Sgd.) F. J. RATHBONE,
Secretary.

SESSIONAL PAPER No. 162

BUFFALO, N.Y., September 30, 1923.

LESLIE H. BOYD,
Chairman of Grain Commissioners Board,
Fort William, Ontario.

We have three Norwegian boats here with grain from Fort William Final destination grain cargoes United Kingdom Custom Authorities Fort William Had Captain sign papers stating if cargoes forward via Montreal cargoes and boats would be confiscated in this scarcity of tonnage Can you give us authority to forward this grain via Montreal transferring cargoes at Buffalo to other boats and assuring us that cargoes and boats would not be confiscated Tariff has been filled for this grain via Montreal Please answer quick.

BOLAND

FORT WILLIAM, Ont., October 1, 1923.

BOLAND & CORNELIUS,
Buffalo, N.Y.

Subject matter your wire referred Customs Department, Ottawa. Will advise as soon as possible.

(Sgd.) LESLIE H. BOYD,
Chief Commissioner.

CLEVELAND, OHIO, Oct. 1, 1923.
Via OTTAWA, ONT., Oct. 1, 1923.

LESLIE H. BOYD,
Chairman, Bd. of Grain Commr.,
Fort William, Ontario.

J. A. Speers Fort William advises nine million bushels wheat in store but elevators cannot keep up with cleaning account grain being exceptionally dirty over twenty boats loading yesterday morning and will be Tuesday night before can find sufficient clean grain to take care of them stop more capacity would be available if shippers would not charter so many boats until grain is cleaned the quicker boats are loaded the quicker they will return for more grain according to Speers report if fifty more boats were put in the service it would not help the situation.

(Sgd.) A. E. R. SCHNEIDER.

CLEVELAND, OHIO, October 2, 1923.

LESLIE H. BOYD,
Grain Comm. of Canada,
Fort William, Ontario.

Figures given you total estimated movement grain were conservative expect to do much better some boats have been chartered which were not previously figured on.

(Sgd.) A. E. R. SCHNEIDER.

FORT WILLIAM, October 2, 1923.

A. E. R. SCHNEIDER, Esq.,
Kirby Bldg.,
Cleveland, Ohio.

On return Fort William have your wire. Condition as stated by Speers correct. Crop dirty and must be cleaned, stop. I figure your forty-four boats have a total capacity of eleven million. You state we could only count on thirty million for the season stop Is the reason for this that most Cleveland-Cliffs will only make one trip.

(Sgd.) LESLIE H. BOYD.

14 GEORGE V. A. 1924

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., October 4, 1923.

THE PRINGLE BARGE LINE LTD.,
Kirby Building,
Cleveland, Ohio.

File No. 1316.

GENTLEMAN,—It is with a great deal of pleasure the Board notes your action when forwarding telegraphed advices of charters made in that instead of including the rate you are sending supplementary messages showing this and I have to thank you for your very kind consideration in this matter.

Yours very truly,

(Sgd.) F. J. RATHBONE,

Secretary.

EAU/MD

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., October 4, 1923.

A. E. R. SCHNEIDER, Esq.,
Manager, Cleveland-Cliffs Transp. Co.,
Kirby Building,
Cleveland, Ohio.

File No. 1316.

DEAR SIR:—Your telegram of September 28th last advising that in future when telegraphing notices of charters made for shipments of grain from Fort William-Port Arthur the rate would be shown in a supplementary message, duly came to hand and I have to thank you for your very kind considerations in this matter which is heartily appreciated.

Yours very truly,

(Sgd.) F. J. RATHBONE,

Secretary.

EUV/MD

CLEVELAND, OHIO, October 5, 1923.

L. H. BOYD, 291 Grain Exchange,
Winnipeg, Man.

On my return from Europe am familiarizing myself with Canadian grain situation Cleveland Plain Dealer of yesterday morning carried news dispatch stating that your commission contemplates changing application of Grain Rates Act so as to have shippers file charter instead of vessel owner thus avoiding objections raised by American vessel owners understand our company suggested this plan to you in Cleveland September nineteenth I strongly urge its adoption as a practical reasonable working basis on which all American vessel owners can act without sacrificing their rights as stated in our protest filed with you and I feel ought under the circumstances be carried into effect failure to do so would in my opinion be most unfortunate.

WM. G. MATHER,

President Cleveland Cliffs Iron Co.

CLEVELAND, OHIO, October, 5,

via FORT WILLIAM, October, 5, 1923.

LESLIE H. BOYD,
Board of Grain Commissioners,
Grain Exchange,
Winnipeg, Man.

Referring dispatch in mornings paper regarding possible action of commission fixing maximum rates I believe owners here are maintaining attitude that conservative rates should prevail and would very much regret seeing

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commission fixing maximum rates so far as American boats are concerned as this would give our opponents here an opportunity to say I told you so and somewhat strengthen their position without having any beneficial effect to the commission on rates so far as American vessels are concerned.

(sgd.) H. K. OAKES.

WINNIPEG, Man. Can. October 5, 1923.

H. K. OAKES,
Kirby Building,
Cleveland, Ohio,
U.S.A.

Thanks for wire. Board not responsible for dispatch referred to. All interested parties will be advised of any such possible action.

(sgd.) LESLIE H. BOYD,
Charge. *Chief Grain Commissioner.*

BUFFALO, N.Y., October 6,
via OTTAWA, ONT., October 6, 1923.

LESLIE H. BOYD,
Chairman, Grain Comm'rs. for Canada,
Ft. William, Ontario.

Report in mornings paper coming from Winnipeg that Canadian coasting laws will be changed so as permit American boat trade between two Canadian ports has this been done or are there any likely prospect please advise.

(sgd.) BOLAND AND CORNELIUS.

WINNIPEG, September 6, 1923.

BOLAND AND CORNELIUS,
BUFFALO, N.Y.

Board has not made or recommended changes referred to. Will advise if such action contemplated.

LESLIE H. BOYD.
Charge Board.

BUFFALO, N.Y., October 6, 1923.

LESLIE H. BOYD, Chairman Grain Commrs. for Canada,
291 Grain Exchange, Winnipeg, Man.

Report in mornings paper coming from Winnipeg that Canadian coasting laws will be changed so as permit American boats trade between two Canadian ports has this been done or are there any likely prospect please advise.

BOLAND AND CORNELIUS.

WINNIPEG, September 6, 1923.

WM. G. MATHER, Esq., President Cleveland Cliffs Co.,
Cleveland.

Appreciate your wire under present shipping conditions Board not contemplating making changes as stated in press despatch Board feels that your protest should sufficiently protect your interests under circumstances.

LESLIE H. BOYD.
Charge Board.

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CLEVELAND, OHIO, October 8, 1923.

LESLIE H. BOYD,
Chairman, Canadian Grain Commission,
Fort William, Ont.

Telegram received inasmuch as I am now able to assure you that the majority of American vessel owners will accept basis of having slipper file copy of charter I think you ought to cooperate to end this unfortunate dispute this would give your Commission the desired information and immediately secure for your agricultural population better service and probably lower rates am earnestly working towards this fair and equitable solution and have made progress I think you are making a mistake in relying too much on present shipping conditions you are nearing critical time if your crop is to be brought down this season if you desire further conference I shall be glad to be of service.

(sgd.) WM. G. MATHER,
President Cleveland Cliffs Iron Co.

WINNIPEG, MANITOBA, CANADA, October 9, 1923,

WILLIAM G. MATHER, Kirby Building,
Cleveland, Ohio, U.S.A.

Thanks your wire Board appreciates your efforts in present situation at present no need for concern at head of lakes but will give your suggestion careful consideration.

Charge.

LESLIE H. BOYD,

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., October 10, 1923.

H. K. OAKES, Esq.,
Manager, Franklin Steamship Co.,
Kirby Bldg.,
Cleveland, Ohio.

File No. 1316.

DEAR SIR,—Your favours of the 6th inst. enclosing copies of the charters covering shipments by the Steamers Earling & Hartwell between Oct. 10th and 15th are duly received. The formal protests which accompanied both of these copies of charter will have the full consideration of the Board.

Yours very truly,

(Sgd.) F. J. RATHBONE,

EAU/S.

Secretary.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., October 17, 1923.

File No. 1316.

HERBERT K. OAKES, Esq.,
Manager, Franklin Steamship Co.,
Kirby Bldg.,
Cleveland, Ohio.

DEAR SIR,—I have for acknowledgment your favor of the 11th inst. enclosing formal protest against the filing of copy of the charter for shipment of about 350,000 bushels on the Steamship Earling during the last ten days of October. The copy of charter mentioned in your letter was not, however, enclosed.

Yours very truly,

(sgd.) E. A. URSELL, -

EAU/S.

Statistician.

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WINNIPEG, MAN., CANADA, October 17, 1923.

WILLIAM G. MATHER, C/o Cleveland Cliffs Company,
Cleveland, Ohio, U.S.A. (Kirby Building).

Re your wire fifth. Possible your suggestion might be arranged providing assurance from you that rates will be reasonable. Please wire your views.

Charge Grain Commission.

LESLIE H. BOYD.

CLEVELAND, O., October 18, 1923.

L. H. BOYD,

Fort William, Ont.

Confirming telephone conversation of to-day I do not hesitate to restate the opinions contained in my telegrams of fifth and eighth namely that if you can adopt basis of having shipper instead of vessel owner file copy of charter that majority of American owners will resume placing of their vessels in Canadian grain trade stop Although it is not practicable to state how many American vessels would enter that trade on account of their present contracts to carry ore and coal yet as freedom of taking Canadian grain will be resumed without interference unquestionably the supply of vessels will be increased stop With reference to rates this situation would also be correspondingly eased by resumption of these natural conditions we recognize it rates should raise unreasonable that we might use your right of fixing a maximum but we trust that this power will be exercised with discretion as the possibility of so doing was as you know obnoxious to American vessel owners I understand that you will be able to communicate with me your decision in this matter tomorrow and I will then communicate it to local press and Cleveland vessel owners.

WM. G. MATHER,

President Cleveland Cliffs Iron Co.

FORT WILLIAM, ONT., October 19, 1923.

WM. G. MATHER, President, Cleveland Cliffs Iron Company,
Kirby Building, Cleveland, Ohio.

Your wire. Board has today decided to accept as a compliance with the Act the filing of tariffs by the vessel owners or the filing by the shippers before loading of copies of charters or contracts for space Will send you Night Letter.

LESLIE H. BOYD,

Chief Commissioner.

Charge Board.

FORT WILLIAM, ONT., October 19, 1923.

WM. G. MATHER, Esq.,

President, Cleveland-Cliffs Transportation Co.,
Kirby Bldg., Cleveland, Ohio.

The Board of Grain Commissioners for Canada hereby notifies all shipping companies, ship owners and shippers of grain that it is prepared to accept as a compliance with Section three of the Inland Water Freight Rates Act, nineteen twenty-three, either the filing with the Board of tariffs by the vessel owners or the filing by the shippers before loading of copies of charters or contracts for space. The Board has the assurance that a large number of American vessels are prepared to come into the grain carrying trade, and believe that this increased tonnage and competition will, of itself, regulate rates. If, however, under these conditions, fair and reasonable rates do not result, the Board may find it necessary to prescribe such maximum rates as it may consider reasonable.

Charge Board.

(sgd.) F. J. RATHBONE,

Secretary.

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FORT WILLIAM, ONT., October 19, 1923.

WM. G. MATHER, Esq.,
 President, Cleveland-Cliffs Transportation Co.,
 Kirby Bldg., Cleveland, Ohio.

As you state you are unable give assurance that all boats will come might suggest conference at Chicago to discuss matter personally, which might clear whole situation and give better results.

(sgd.) LESLIE H. BOYD.

Charge Board.

FORT WILLIAM, ONT., October 19, 1923.

You are hereby notified that the Board of Grain Commissioners is prepared to accept as a compliance with Section Three of the Inland Water Freight Rates Act, nineteen twenty-three either the filing with the Board of tariffs by the vessel owners, or the filing by the shippers before loading of copies of characters or contracts for space.

(sgd.) F. J. RATHBONE, *Secretary*.

Charge Board.

J. W. Norcross, President, Canada Steamship Lines, Montreal; Great Lakes Transportation Co., Midland, Ont.; Francis King, Esq., K.C., Dominion Marine Ass'n., Kingston, Ont.; Matthews Steamship Co., Toronto, Ont. (Board of Trade Bldg.); Dr. Magill, Secretary, Grain Exchange, Winnipeg, Man.; J. Stanley Cook, Secretary Corn Trade Ass'n., Montreal, Que.; Algoma Central Steamship Line, Bay St., Sault Ste. Marie, Ont.; Canadian Government Merchant Marine Ltd., Ottawa, Ont.; Capt. J. B. Foote, 64 King St., East, Toronto, Ont.; Eastern Steamship Co., Ltd., Port Colborne, Ont.; Lake Carriers' Ass'n., Rockefeller Bldg., Cleveland, Ohio; Davidson Steamship Co., Bay City, Mich.; Valley Camp Steamship Co., B. of R. T. Bldg., Cleveland, Ohio; Pringle Barge Line, Cleveland, Ohio; The Lake Transit Co., 510 Crapo Bldg., Bay City, Mich.; A. A. Langell, General Transit Co., Cleveland, Ohio; North Shore Transit Co., Port Huron, Mich.; Tri-State Steamship Co., Cleveland, Ohio; The Jenkins Steamship Co., Cleveland, Ohio; Herbert K. Oakes, Kirby Bldg., Cleveland, Ohio; Mr. Johnson, c/o Tilley Johnson & Co., Barristers, Toronto, Ont.

BOARD OF GRAIN COMMISSIONERS FOR CANADA

FORT WILLIAM, ONT., October 19, 1923.

File No. 1316.

The Board of Grain Commissioners for Canada hereby notifies all shipping companies, ship owners and shippers of grain that it is prepared to accept as a compliance with Section 3 of the Inland Water Freight Rates Act, 1923, either

- (a) the filing with the Board of tariffs by the vessel owners,
- or
- (b) the filing by the shippers before loading of copies of charters or contracts for space.

The Board has the assurance that a large number of American vessels are prepared to come into the grain carrying trade and believe that this increased tonnage and competition will of itself, regulate rates. If, however, under these conditions, fair and reasonable rates do not result, the Board may find it necessary to prescribe such maximum rates as it may consider reasonable.

By Order of the Board.

(sgd.) F. J. RATHBONE,
Secretary.

FJR/T.

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The Lake Carriers' Ass'n., Rockefeller Bldg., Cleveland, Ohio; James Davidson, Davidson Steamship Co., Bay City, Mich.; Valley Camp Steamship Company, B. of R. T. Bldg., Cleveland, Ohio; The Jenkins Steamship Company, Cleveland, Ohio; The Pringle-Barge Line, Cleveland, Ohio; Herbert K. Oakes, Kirby Bldg., Cleveland, Ohio; The Lake Transit Co., 510 Crapo Bldg., Bay City, Mich.; A. A. Langell, The General Transit Co., Cleveland, Ohio; North Shore Transit Co., Port Huron, Mich.; Tri-State Steamship Company, Cleveland, Ohio.

BUFFALO, N.Y., October 19, 1923.
Via WINNIPEG, MAN., October 19, 1923.

L. H. BOYD,
Chairman, Canadian Grain Commission (PERSONAL),
Fort William, Ont.

I have purchased steamer G. J. Grammer from Pioneer Steamship Co., at a high price and ordered vessel to Fort William from Ashland to load grain to Buffalo trust you will feel that this is real co-operation if Fort William Buffalo rates are satisfactory I may be able to purchase additional boats for Fort William trade.

(sgd.) NISBET GRAMMER.

FRANKLIN STEAMSHIP COMPANY OF DULUTH, MINNESOTA

CLEVELAND, October 20, 1923.

Mr. F. J. RATHBONE, Secretary,
Board of Grain Commissioners for Canada,
Fort William, Ontario, Canada.

Your file No. 1316

Dear Sir,—We are in receipt of your favor of October 17th, and herewith hand you copy of charter mentioned in our letter of the 11th, which copy we omitted in mailing the letter.

Very truly yours,
H. K. OAKES.
G.M.

G.M.
P.

Exa rush report delivery get ans.

CLEVELAND, Ohio, October 20, 1923.

LESLIE H. BOYD,
Chief Grain Commissioner,
Fort William, Ont.

Your message to Mr. Mather please meet me Congress hotel Chicago Monday wire what time you will arrive.

(Sgd.) A. E. R. SCHNEIDER.

CLEVELAND, Ohio, October 20, 1923.

LESLIE H. BOYD,
Fort William, Ontario.

Your message to Mr. Mather. Mr. Mather suggests that you meet me Congress hotel Chicago Monday hope you will come.

(Sgd.) A. E. R. SCHNEIDER.

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FORT WILLIAM, October 20, 1923.

A. E. R. SCHNEIDER,

Kirby Bldg., Cleveland, Ohio.

Impossible meet you Chicago before Wednesday. Wire me two ninety six Grain Exchange, Winnipeg, Monday if this satisfactory.

(sgd.) L. H. BOYD.

Charge Board.

CLEVELAND, O. 401P. October 22, 1923.

L. H. BOYD, Chairman Board of Grain Commissioners,
Fort William, Ont.

Mister Rathbone circular notice to vessel managers of October nineteenth has been received and has today been considered by the majority of United States managers who have authorized me to send to you the following message stop Your notice that you are prepared to accept as a compliance with section three of the inland water freight rate of nineteen twenty three either (A) the filing with the Board of Tariffs by the vessel owners or (B) the filing by the shippers before loading of copies of charter or contracts for space stop The vessel owners here represented will decline file such tariffs stop We can have no objection to the filing by the shipper before loading of copies of charters or contracts for space as this so far as the vessel is concerned restores and preserves her right of contract and places no obligation on the ship and would of course not effect the reasonableness of the rates because we assume before the shipper definitely closes his contract with the vessel he has due approval of the Government stop With this understanding see no objection to United States vessels taking Canadian grain as in previous years stop Please confirm.

W. H. McGEAN,
Chairman.

505P.
P.

Confirmation of Western Union Telegram

CLEVELAND, OHIO, October 22nd. 1923.

LESLIE H. BOYD,

Chairman Board of Grain Commissioners for Canada,
Fort William, Ont.

Mister Rathbone's circular notice to vessel managers of October nineteenth has been received and has today been considered by the majority of United States Managers who have authorized me to send you the following message. Stop. Your notice that you are prepared to accept as a compliance with section three of the Inland Water Freight Rate Act of nineteen twenty-three either (a) the filing with the Board of tariffs by the vessel owners or (b) the filing by the shippers before loading of copies of charters or contracts for space. Stop. The Vessel owners here represented will decline to file such tariffs. Stop. We can have no objection to the filing by the shipper before loading of copies or charters or contracts for space as this so far as the vessel is concerned restores and preserves her right of contract and places no obligation on the ship and would of course not affect the reasonableness of the rates because we assume before the shipper definitely closes his contract with the vessel he has due approval of the Government Stop. With this understanding see no objection to United States vessels taking Canadian grain as in previous years Stop. Please confirm.

W. H. McGEAN,
Chairman.

Chg. Pioneer S S Co.
P.

3.55 p.m.

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Telegram

15156.

RA 353 201 1 Extra Cnt PSN

Ry CLEVELAND, OHIO, 22 4 30 P

Hon. THOMAS A. LOW,
Minister of Trade and Commerce,
Ottawa, Ont.

Mister Rathbones circular notice to vessel managers of October nineteenth has been received and has today been considered by the majority of United States managers who have authorized me to send you the following message stop Your notice that you are prepared to accept as a compliance with section three of the Inland Water Freight Rate Act of nineteen twenty three either (A) the filing with the Board of tariffs by the vessel owners or (B) the filing by the shippers before loading of copies of charters or contracts for space stop The vessel owners here represented will decline to file such tariffs stop We can have no objection to the filing by the shipper before loading of copies of charters or contracts for space as this so far as the vessel is concerned restores and preserves her right of contract and places no obligation on the ship and would of course not affect the reasonableness of the rates because we assume before the shipper definitely closes his contract with the vessel he has due approval of the Government stop With this understanding see no objection to United States vessels taking Canadian grain as in previous years stop Please confirm.

W. G. McGEAN,
Chairman.

EASTERN STEAMSHIP COMPANY, LIMITED
Port Colborne, Ontario.

BUFFALO, N.Y., October 22, 1923.

Board of Grain Commissioners for Canada,
Fort William, Ontario.

GENTLEMEN.—We acknowledge receipt of your letter of October 19th, with reference to filing tariffs, for which please accept our thanks.

Very truly yours,

EASTERN STEAMSHIP COMPANY, LIMITED,
BOLAND & CORNELIUS,
Managers.

JJB:D.

October 22, 1923.

H. K. OAKES, Esq.,
Mgr. Franklin Steamship Co.,
Kirby Building,
Cleveland, Ohio.

DEAR SIR,—Your favour of the 18th inst., enclosing a copy of the charter covering the shipment by the ss. *E. J. Earling* during the first ten days of November, is duly received together with a copy of your formal protest against the filing of this charter.

Yours very truly,

"M."

E. A. URSELL,
Statistician.

EAU/MD.
P.

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FORT WILLIAM, ONT., October 22, 1923.

W. H. McGEAN,
Cleveland, Ohio.

Referring your message Mr. Boyd meeting representatives of vessel owners at Congress Hotel Chicago Wednesday twenty-fourth stop Suggest you see Mather and if possible go Chicago or wire Mr. Boyd there.

F. J. RATHBONE,
Secretary, Grain Commission.

P.

CHICAGO, ILL., October 22, 1923.

LESLIE H. BOYD,
296 Grain Exchange,
Winnipeg, Man.

Your message yesterday was in hopes you would be here today vessel men had meeting in Cleveland today and are prepared to carry Canadian grain they are now engaged in forming a proper charter to take care of new regulations suggest you go to Cleveland at once to talk this matter over when will you be there leaving for Cleveland tonight.

A. E. R. SCHNEIDER.

P.

WINNIPEG, MAN., CANADA, October 22, 1923.

A. E. R. SCHNEIDER,
Congress Hotel,
Chicago, Ill., U.S.A.

Leaving to-night for Cleveland. Endeavour arrive Wednesday morning.

LESLIE H. BOYD.

Charge P.

FORT WILLIAM, ONT., October 23, 1923.

W. H. McGEAN, Esq.,
Cleveland, Ohio.

Commissioner Boyd will be Statler Hotel Cleveland Wednesday instead Chicago.

F. J. RATHBONE,
Secretary Grain Commission.

Charge Board.

October 24, 1923.

File No. 1316.

H. K. OAKES, Esq.,
Mgr. Franklin Steamship Co.,
Kirby Building,
Cleveland, Ohio.

DEAR SIR. I have for acknowledgment your favors of the 20th inst., enclosing copies of the charters for shipments on the steamships E. J. Earling and Fred G. Hartwell during the month of November, together with your formal protests against the filing of tariffs in connection with same.

Yours very truly,

Secretary.

Eau/Md.

P.

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October 24, 1923.

File No. 1316.

A. E. R. SCHNEIDER, Esq.,
Cleveland-Cliffs Iron Co.,
Kirby Building,
Cleveland, Ohio.

DEAR SIR,—During the month of September you forwarded notifications of charters having been made on the 12th, 13th, 20th, 24th, 25th, 26th, 27th and 28th, respectively, for shipments at various times in October by steamers to be named.

Will you kindly let me have the names of the vessels nominated to fulfil these contracts.

I have advice also that space for shipment of about 140,000 bushels made on the Penobscot, October 1st was a direct charter between your company and Messrs. Jas. Richardson and Sons, Limited. Possibly this will be one of the items nominated against space you have advised as chartered.

Yours very truly,

Secretary.

Eau/Md.

P.

Confirmation of Telegram sent over Private Wire

CLEVELAND, OHIO, October 30, 1923.

LESLIE H. BOYD,
Winnipeg, Manitoba.

Your messages received and vessel managers appear satisfied and believe business will now go forward through normal channels. Stop. For purpose of identification clause has been designated "Shippers' Indemnifying Clause and Agreement," and will be so referred to hereafter. Stop. Will mail you copies of printed form.

W. H. McGEAN,
Chairman.

P.

SHIPPERS' INDEMNIFYING CLAUSE AND AGREEMENT

This charter is made with the understanding that the Board of Grain Commissioners of Canada, with approval of the Canadian Government, has duly ruled that the Inland Water Freight Rates Act of Canada will be so complied with as to authorize the shipment of grain from Canadian ports, if the shipper shall, before loading, file with said Board copies of charters or contracts for space entered into for grain shipments. And it is agreed that the shipper shall and will on his own behalf and not as representing the vessel owner (the vessel owner assuming no responsibility therefor), promptly, upon the execution hereof and before any loading takes place, file copies of charter or contract for space as required by the Board of Grain Commissioners of Canada so as to render all shipments herein provided to be made fully authorized by Canadian authority so that each vessel employed hereunder may, in every case, freely enter the port or ports of shipment and receive its cargo, and that clearance may be obtained and the vessel may leave port, without prevention hindrance or liability because of or under said Inland Water Freight Rates Act of Canada; and that the shipper shall and will indemnify and save and keep the vessel owner harmless from all loss or damage resulting from any failure

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to so file this charter; or, having so filed the same with the Board of Grain Commissioners, in case any liability shall be asserted against the vessel, her owner, agents or servants, by reason of any shipment or proposed shipment hereunder, because of or under said Inland Water Freight Rates Act of Canada, the shipper shall and will, through the Board of Grain Commissioners, or otherwise, indemnify, save and keep harmless therefrom the vessel, her owner, agents and servants. And in consideration of all the foregoing on the shipper's part, the vessel owner agrees to perform his part of the charter to carry the cargo as above provided.

HUTCHINSON & Co.,

LAKE TRANSPORTATION

1508 ROCKEFELLER BLDG.,

CLEVELAND, O., October 31, 1923.

MR. LESLIE H. BOYD,

Chairman Board of Grain Commissioners for Canada,
Fort William, Ont.

DEAR SIR,—As indicated in telegram sent you yesterday afternoon to Winnipeg over private wire, we have for the purpose of identification, designated the clause to be embodied in grain charters "shippers' Indemnifying Clause and Agreement." The clause has been printed and distributed to vessel managers, and several copies are enclosed.

Yours truly,

W. H. McGEAN,
Chairman.

P.

SHIPPERS' INDEMNIFYING CLAUSE AND AGREEMENT

This charter is made with the understanding that the Board of Grain Commissioners of Canada, with approval of the Canadian Government, has duly ruled that the Inland Water Freight Rates Act of Canada will be so complied with as to authorize the shipment of grain from Canadian ports, if the shipper shall, before loading, file with said Board copies of charters or contracts for space entered into for grain shipments. And it is agreed that the shipper shall and will on his own behalf and not as representing the vessel owner (the vessel owner assuming no responsibility therefore), promptly, upon the execution hereof and before any loading takes place, file copies of charter or contract for space as required by the Board of Grain Commissioners of Canada, so as to render all shipments herein provided to be made fully authorized by Canadian authority,—so that each vessel employed hereunder may, in every case, freely enter the port or ports of shipment and receive its cargo, and that clearance may be obtained and the vessel may leave port, without precautionary limitations or liability because of or under said Inland Water Freight Rates Act of Canada; and that the shipper shall and will indemnify and save and keep the vessel owner harmless from all loss or damage resulting from any failure to so file this charter; or, having so filed the same with the Board of Grain Commissioners, in case any liability shall be asserted against the vessel, her owner, agents or servants, by reason of any shipment or proposed shipment hereunder, because of or under said Inland Water Freight Rates Act of Canada, the shipper shall and will, through the Board of Grain Commissioners, or otherwise, indemnify, save and keep harmless therefrom the vessel, her owner, agents and servants. And in consideration of all the foregoing on the shipper's part, the vessel owner agrees to perform his part of the charter to carry the cargo as above provided.

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FORT WILLIAM, ONTARIO, November 3, 1923.

W. H. McGEAN, Esq.,
Messrs. Hutchinson & Co.,
Rockefeller Bldg.,
Cleveland, Ohio.

DEAR SIR, — I am to-day in receipt of your favour of the 31st ult. with attached confirmation of telegram and several copies of the clause to be embodied in grain charters, and designated "Shippers Indemnifying Clause and Agreement", for which please accept my thanks.

I trust that all our difficulties are now cleared away and that the movement of our grain will follow the ordinary channels.

Yours very truly,
(Sgd.) LESLIE H. BOYD.

LHB/T.
P.

November 5, 1923.

File No. 1316.

A. E. R. SCHNEIDER, Esq.,
Manager, Marine Department,
The Cleveland-Cliffs Iron Co.,
Cleveland, Ohio.

DEAR SIR, — I have for acknowledgment your favour of the 31st ultimo, nominating vessels against charters already filed by you for which kindly accept my most sincere thanks.

Yours very truly,

Secretary.

EAU/MD.
P.

November 28, 1923.

H. K. OAKES, Esq.,
Manager, Franklin Steamship Co.,
Kirby Bldg., Cleveland, O.

DEAR SIR, — I beg to acknowledge the receipt of your favour of the 22nd inst. confirming your telegraphed advice of the chartering of the steamship *Emory L. Ford* for shipment of grain to Erie about Nov. 26th or 27th and the attached protest in connection therewith. Kindly accept my sincere thanks for same.

Yours very truly,

E. A. URSELL,
Statistician.

EAU/S.
P.

